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cases of cholera and deaths, respectively, have been recorded between November 2 and November 6: In Gaza, 35 fresh cases, 87 deaths; Lydda, 76 fresh cases, 39 deaths; Tiberias, 102 fresh cases, 67 deaths. Up to November 3, according to official telegraphic reports, the following cholera patients had succumbed to the disease: In Gaza, 916; Lydda, 241, and up to November 2, in Tiberias, 21. In Jaffa, 2 cholera cases were registered between November 1 and November 4. The total number of deaths from cholera in Syria and Palestine, up to October 3, amounted to 860, and for the three first days of November, 480.

In Hodeida, where, between September 10 and October 29, a total number of 126 persons died of cholera. According to a telegraphic report dated November 5, no new cases of cholera had occurred since three days. In the vicinity of Loheya, according to a report dated September 29, within twenty-five days, 217 persons died of cholera.

EGYPT.—Between October 28 and November 3, according to the official weekly bulletins, there were registered in the whole of Egypt 190 fresh cases of cholera and 179 deaths.

JAPAN.—Between September 15 and October 4 there were registered in Kobe 288 cholera cases, of which 239 terminated in death.

In Osaka, up to September 30, 790 cholera cases (268 deaths) had been recorded. In Kioto, up to the same date, there had occurred 161 cases of cholera, 126 deaths.

*Health of Berlin—Weekly death rate, comparative.*

NOVEMBER 22, 1902.

During the week ended November 8 the death rate of Berlin was somewhat higher than in the foregoing week, amounting to 13.9 per 1,000 inhabitants, but was lower than for the corresponding week of the previous year, in which it amounted to 14.8 per 1,000. Of the German large towns, only Schöneberg (with 13.2 per 1,000), Stuttgart, Altona, Essen, Halle, and Hanover had somewhat more favorable conditions than Berlin. The death rates of Charlottenburg (15.1 per 1,000), Munich, Nuremberg, Cologne, Dresden, also of London, Paris, and Vienna were all considerably higher than Berlin. The figures of Aachen and Königsberg reached almost double those of Berlin. The increase in the number of deaths was fairly equally distributed among children in their first year and the higher age classes. The infant death rate rose from 3.2 to 3.7 per 1,000, but still was not half so high as that of Munich, Nuremberg, and Chemnitz. Among the causes of death, consumption again predominated, without, however, being of more frequent occurrence than usual at this season of the year, claiming in this week 71 victims. Acute diseases of the intestines were of less frequent occurrence and led to death in 31 cases. Among the infectious diseases, scarlet fever caused 6 deaths. Cases of diphtheria were more rare than in the last half of October. There were registered 4 deaths from measles, being a slight increase over the foregoing week.

*Compulsory insurance against sickness, death, accidents, and old age.*

[Extract from the Manual of Health, issued by the imperial health office at Berlin.]

NOVEMBER 22, 1902.

In the German Empire at present every person employed at a salary in trade or business (in round numbers 8,000,000) is compulsorily insured, the employer having to pay one-third and the employee two-

thirds of the premium. This regulation does not include domestic servants or agricultural laborers. Every person insured receives, in the event of sickness, medical attendance, medicine, etc., free. If he is invalided, he receives at least one-half the average day's pay for each working day that he is incapacitated. These benefits continue for thirteen weeks if the sickness lasts so long. A sum of money is also granted to the relatives in case of death for the expenses of the funeral, etc. Insurance against illness is carried out by the clubs for the sick, every trade possessing one.

Accident insurance is practised to a far greater extent than insurance against illness. All persons, in round numbers 18,000,000, employed in industry and agriculture, are subject to it, as well as subordinate trade officials and small contractors. Among the latter are included about 4,000,000 small landowners. Every person included is by law insured against accidents occurring during the time he is actively occupied in business, even though the victim himself or a third party is proved to be the responsible cause of the accident. Every sudden occurrence connected with industry is to be regarded as an accident. This, however, does not include results brought about by long-continued employment, for instance in mercury works, tinder factories, lead works, etc. Insurance against accident guarantees compensation to injured persons. All the expenses of recovery are defrayed, as well as a cash payment for the time during which the patient is incapacitated for work, not, however, exceeding two-thirds of the average earnings of the foregoing year. These payments do not commence until fourteen weeks after the accident, up to which time the sufferer is entitled to support under the insurance against illness. In case death results from the accident, the widow and children receive annuities and the funeral expenses are defrayed.

Inability to work as the result of old age is provided for by the law of insurance against incapacity to work and old age.

The SURGEON-GENERAL.

#### ITALY.

##### *Report from Naples.*

NAPLES, ITALY, November 17, 1902.

For the week ended November 15, 1902, the following steamships were inspected at Naples: November 10, the steamship *Vancouver*, bound with passengers and cargo for Boston. There were inspected and passed 718 steerage passengers and 205 pieces of large baggage; 900 pieces of baggage were disinfected by steam. The rejection of 95 steerage passengers was advised. November 12, the steamship *Nord America*, bound with passengers and cargo for New York. There were inspected and passed 527 steerage passengers and 150 pieces of large baggage; 700 pieces of baggage were disinfected by steam. The rejection of 30 steerage passengers was advised. November 12, the steamship *Victoria*, bound with passengers and cargo for New York. There were inspected and passed 409 steerage passengers and 110 pieces of large baggage; 700 pieces of baggage were disinfected by steam. The rejection of 22 steerage passengers was advised. November 13, the steamship *Phœnicia*, bound with passengers and cargo for New York. There were inspected and passed 532 steerage passengers and 155 pieces of large baggage; 750 pieces of baggage were disinfected by steam. The rejection of 41 steerage passengers was advised.